

Remarks

Each of the independent claims has been amended to provide for a power plant and driveline arrangement for a vehicle having at least two wheel units and a monocoque body supported on such set of units including a longitudinally aligned engine with a longitudinally disposed output shaft supported within such body, a transmission supported within such body disposed directly on the underside of such engine, a first means for transferring drive directly downwardly from the output shaft of the engine to an input shaft of the transmission and a second means for transferring drive from an outward shaft of the transmission downwardly to forwardly and rearwardly projecting output shafts. It is submitted that neither of the references to Davis et al or Wohlfarth principally relied upon in the rejection of Applicants' claims either discloses or teaches such structure.

Initially, it is to be noted that the power plant of Davis et al shown in Figures 12 through 15 includes a vertically disposed engine 122 provided with a vertically disposed engine output shaft 124, a transmission 128 disposed aside the engine 124 and simply a transfer case 126 which functions merely to transport drive from the engine output shaft to the transmission input shaft. Such power plant is not mounted in a vehicle provided with a monocoque body, the engine thereof is not longitudinally aligned with a longitudinally disposed output shaft, the transmission is not supported within such a monocoque body, directly on the underside of any such engine, there is no means for transferring drive downwardly from any longitudinally disposed output shaft of the engine to an input shaft of the transmission and there is no second means for transferring drive from an output shaft of the transmission downwardly to forwardly and rearwardly projecting output shafts as recited in the claims under rejection. Secondly, it is to be noted that the power plant 22 of Wohlfarth consists of what appears to be a longitudinally disposed engine 24, a longitudinally disposed transmission 26 disposed laterally of engine 24 and a pair of transfer gear boxes 28 and 30 which function merely to transmit drive from the transmission to the various axles of the vehicle. Such power plant similarly is not mountable in a monocoque body of a vehicle, such transmission is not supported within a monocoque body of a vehicle, disposed at directly on the underside of the engine, there is no means for transferring drive directly downwardly from a longitudinally disposed output shaft of the engine to an input shaft of the transmission and there is no means for transferring drive from an output shaft of the transmission downwardly to forwardly and rearwardly projecting output

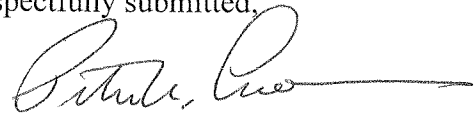
shafts, as in the claims under rejection. Furthermore, none of the secondary references cited teach any modification of the power plant arrangements of Davis et al or Wohlfarth to arrive at the structures as recited in the claims as amended.

Military and paramilitary vehicles typically are designed to transport personnel, armament, munition and other materiel. Consequently, the bodies of such vehicles are designed to provide maximum compartment space. A vehicle body construction which has been found to provide a maximum of compartment space has been a monocoque body construction which essentially consists of an envelope supported on a set of wheel units, minimally including an engine, a transmission and an operator's station within such envelope. With the present invention, such compartment space is able to be more fully utilized by stacking the engine on top of the transmission which has the effect of not only increasing the total square footage of the compartment but also the amount of head room to accommodate an increased number of personnel. It is the combination of a monocoque construction, a disposition of the power plant in the compartment of such a monocoque body and the stacking of a longitudinally disposed engine atop a longitudinally disposed transmission which provides an improved arrangement increasing the usable space of such a compartment. The longitudinal alignment of the engine and the transmission and the stacking of such components not only increases the usable space of such vehicles but further permits the positioning of such power plant intermediate the front and rear ends of the vehicle and to one side of the longitudinal center line of the vehicle providing an operator's station at the front of the vehicle, a personnel, armament, munition and/or materiel carrying space at the rear of the vehicle and a convenient passageway between such spaces along the power plant of the vehicle.

In view of the foregoing, it respectfully is requested that the rejection of Applicant's claims be withdrawn, such claims be allowed and further that the application be passed to issue.

The Director is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith, or credit any overpayment, to our Deposit Account No. 14-1437, under Order No. 8375.004.US0000.

Respectfully submitted,



Peter N. Lalos

Reg. No. 19,789

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